DATE OBTAINED  DATE PREPARED. 20 April 1951  REFERENCES  PAGES 2 ENCLOSURES (No. & WPE).  REMARKS  Document No. 5		nitized Copy Approved for Release 2010/03/03 : CIA-RDP82-00457R007700190005-9	25X
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Document No. 2  EMARKS  Document No. 3  Document No. 4  No Change in the Fill Declassing. Class. Changen To: 3 0  1. Because of rain there was no flying at Staaken (N 53/2 65) sirfield on 17  March 1951 between 2 and h p. m., on 19 March between h and 9 p. m., and on 20 March between 1 and 5 p. m.  2. On 21 March, two twin-angine low-wing monoclanes, with single rudder assemblies, made local flights between 3 and h p. m. in good weather. * Two planes of the same type practiced local flying between 10 and 10:30 p. m. The search-light was in operation until midnight. It made a 3-minute pause after each series of ten rotations.  3. On 22 March, the chair of engines was heard at the field between 6 and 7 a. m. Ground attack plane took off at 7:30 a. m. and cade a local flight. Then after attack plane took off at 7:30 a. m. and cade a local flight. Then after attack plane took off at 7:30 a. m. is the first attack plane towing a steeve target liew over the field heading north. The plane returned at about 9 a. m. and headed south. Ground attack planes made local flights between 8:10 and 9:30 a. m. is the first observed at the field mading rear and two biplanes in formation flew over the field heading south.  4. On 23 March between 10 a. m. and h p. m. and between 10 and 11 p. m. and on 2h March between 2 a. m. and 2 p. m. there was no flying because of rain. Because of charring weather no flights were made on 26 March between 2:30 p. m. and midnight.  5. On 27 March, between 8 a. m. and 2:30 p. m., local flights were made by single-engine high-wing monoplanes with radial engines and rigid landing gears, see There was changing weather with poor visibility. The planes were pained gray-green and had herizontal white blue stripes on the upper edge of their rudder assemblies. The field was observed from the southern edge between 3 and h. p. m. Twe ty-four single-engine ground attack aircraft were parked on both sides of the taxinay on the southern edge of the southern edge of the parked of the southern edge of the souther		The second secon	
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Ten other ground attack planes were parked on the northeastern section of the landing field. The southeastern		gears. See There was changing weather with poor visibility. The planes were painted gray-green and had horizontal white blue stripes on the upper edge of their rudder assemblies. The field was observed from the southern edge between 3 and 1; p. m. Twenty-four single-engine ground attack aircraft were parked on both sides of the taxiway on the southern edge of the field, All of the planes had white propeller hubs.  Ten other ground attack planes were parked on the northeastern section of the landing field could not be seen. Individual laborers were	25 25
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There was no motor vehicle traffic:

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- 6. On 30 March at 4:30 p. md, at least 30 ground attack planes of type previously observed were parked in front of the hangars on the southern section of the field. Not all of the planes could be counted because the grass was being burnt. More ground attack planes were seen in the two open hangars farthest to the west, and also in hangars No 3 and 4, the doors of which were slightly open. Six biplanes were parked in front of the latter two hangars. Three twin-engine gransports were seen in the last hangar on the southern side. Two ground attack planes were seen behind the destroyed hangar in the eastern section of the field.
- 7. On 30 March, twin-engine transports continually took off and landed at the field between 7 and 10 a. m. Local flights were made with about four bipk anes between 7 and 10:30 p. m.
- 8. On 31 March at 8:30 a.m., 2h ground attack planes were parked in two rows facing each other in front of the westernmost mangar. Two rows, one of 10 planes and the other of six ground attack planes, were seen in front of the next hangar. Additional ground attack aircraft were parked near the destroyed hangar in the eastern section of the field.

	comments revious reports indicate that the aircraft are LI-2s and	25/1
	that they belong to ar air transport squadron stationed in Staaken. The total	
	number of planes assigned to this squadron has not been determined. Since	
	Torners 1001 and the state of the squadrum has not been determined. Since	
	January 1951 a raximum of six LI-2s has been counted at the field on one	
	day of ooservation,	
林於	Commence. The aircraft are LI-los. They belong to the ground attack	25 <b>X</b> 1
	regument stationed in Stanken.	0514
	Danker - 2.34 3200	25 <b>X</b> 1
	Forty-eight different aircraft have been observed.	OEV4
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